



M-T-R CAR GOSSIP

NEW AUTO POLICE HILO BRANCH OF OVERLAND MAKES PATROL RIGHT UP TO DATE

The von Hamm-Young Co. received by the S. S. Wilhelm this week two Packard Sixes, one 1913 Overland touring car and one Kissel Kar police patrol.

The patrol wagon is one of the finest municipal wagons in use anywhere on the mainland, and has caused a great deal of most favorable comment among local people and city officials. This car is a very handsome creation and is not only very useful but something of which Honolulu may be justly proud. Most municipal wagons of this type are built high and unsightly but the Kissel Kar has done itself proud in turning out a long, low and beautiful car. The car rides exceedingly easy and is one of the simplest to operate which could be selected. This car is scheduled to seat fifteen people and make a speed of thirty miles an hour. The engine is exceedingly powerful and shows great elasticity in the fact that it has a four-speed transmission and most any variation of speed may be attained at any second. This car will be exceedingly useful not only as a police patrol but also as an ambulance, as there is plenty of room inside for a stretcher. A Gray & Davis electric lighting system is included in the equipment for lighting all lights, including the head, side and inside lights.

The police department in San Francisco saw this wagon before it was shipped to Honolulu and endeavored to buy it, as they claimed it is the most serviceable type of wagon which has ever been put on the market. This is a great credit to the Honolulu supervisors who selected the Kissel Kar and used great judgment in their choice.

The car is equipped with 37x5 tires, mounted on demountable detachable rims. The car was demonstrated yesterday afternoon to the board of supervisors and all agreed that it was a very satisfactory and much-needed article. Much favorable mention was given the Kissel Kar police patrol by the mayor at the meeting of the board of supervisors Thursday evening. The patrol wagon is all ready to put into service and will be seen gathering up the drunks very shortly.

The fine new building of the Hilo branch of the von Hamm-Young Co. has just been completed, by the Hilo contractor, Mr. C. H. Will, and is acknowledged to be the finest building in Hilo. It is situated on the most prominent corner in the business district, on Waiannuue and Pitman streets, directly across from the site of the new Federal building which is to be built in the near future.

The Hilo branch has been doing a flourishing business ever since it was started, even before the new building was completed the repair department and supply department had more business than they could handle.

A Packard 3-ton truck was shipped to Hilo on the Wilhelm this week, as the people on the big island are realizing more and more that the horse drawn vehicle is to be replaced with motor trucks.

Mr. W. J. West, for several years connected with the automobile supply department of the von Hamm-Young Co. has just gone up to Hilo to take charge of the entire branch. Mr. West is one of the most prominent automobile men in the Hawaiian Islands and Hilo is very fortunate in having a man of this type in charge of the branch of the von Hamm-Young Co.

The Hilo branch is doing a general repair, selling and supply business, and is handling the automobile business as it should be handled and as it is handled in Honolulu.

The Honolulu Brewing & Malting Co. took delivery of a Buick light truck to be used in their business in hauling Primo beer. Primo has become so popular that they were required to put on an extra truck, and selected one of the popular Buicks which have proven their great efficiency in the Hawaiian Islands.

The 1913 Overland which arrived by the Wilhelm is the first car of the season and is being held by the von Hamm-Young Co. as a demonstration car. This car will certainly open the eyes of the people when they take into consideration that delivered in Honolulu at a price of \$1335.00, it is far superior to 9-10 of the \$2000.00 cars now being manufactured.

The Overland this year is termed a 69-T Model, and is way ahead of the preceding model of 1912. One of the greatest improvements in this car is a three-quarter floating rear axle, which is very much larger and heavier than any axle of any other car of this weight. This type of axle is absolutely new to the Overland and has proven a great success in many of the \$4000.00 cars which have previously been manufactured.

The brakes have been very much improved, enlarged and increased in their efficiency 100 per cent. They have a powerful throw this year and are of a type made to fit a climate of this kind which is so disastrous to most brakes, that is to say, 9-10 of the brakes on the automobiles of today become rusted and frozen in the Hawaiian Islands and almost entirely lose their efficiency after a short while. This unfavorable feature has been entirely offset in the 1913 model of the Overland car, which puts the car on an entirely new basis.

Too much cannot be said about the Overland motor. As it has always been very much of a fool-proof affair and everlasting. No car at any price has a better engine than the Overland, with its 5 bearing crank shaft, three point suspension and absolutely perfect cooling system. The Thermosiphon type of cooling system is being used as formerly and has proven the simplest and most efficient cooling system ever incorporated in an automobile. No car at any price has better bearings than the Timken roller bearings in the front wheels.

The transmission is equipped with an imported bearing which is, especially adapted to this class of work and is termed a "Rhineleader" imported transmission bearing. This bearing has been especially designed for transmission work and has proven a wonderful success abroad.

The body finish of the Overland will speak for itself. The car is equipped with nickel finish throughout, incorporated with black enamelling. A very handsome \$50.00 Warner speedometer is included in the equipment and a gas starter which is of a new design and especially adapted to the Overland type of carburetor.

The steering gear in the Overland car is one thing which has always proven to be absolutely satisfactory and perfectly safe, and owing to this the same type of steering is used in the models this year.

ASSISTANT FIRE CHIEF FORSAKES HOOK AND LADDER FOR BUZZ WAGON

A new sensation was sprung on the public this week when Mr. Augustus Deering, assistant fire chief, announced the fact that he had purchased a Packard touring car and would leave the fire service and place this Packard car in the rent service on the Young Hotel auto stand. This is a new departure for Mr. Deering as he has been in the Fire Department and sustained a brilliant record for the past 12 years. Mr. Deering should do very well in his new line of business, as he is one of the most popular men in Honolulu and is very well known throughout the territory. Mr. Deering's friends are pumpered in all places in all parts of the territory, as he has always proven himself a man of fine character and a very prominent Honolulu citizen. Mr. Deering is to be complimented on his selection of a car, and the Aloha of all his friends go with him in his new venture.

Mr. R. W. Atkinson purchased a 1913 Packard 6 cylinder phaeton, which was delivered this week.

Mr. G. W. Cunningham of Makaweli, Kauai, purchased a little Buick runabout which he is to use for private purposes on Kauai.

Mr. Kawakane Kana, of Elele, Kauai, purchased a 5 passenger Packard 30 Phaeton which he is placing in the rent service on Kauai.

A 2-ton Packard truck was delivered to the Hawaiian Sugar Co. of Makaweli, Kauai, to be used in delivering goods from their big stores.

Mr. T. E. Hughes took delivery of a fine 7-passenger Pullman Palace Peerless car, which he is placing in the rent service in connection with his other two cars on the Young Hotel automobile stand. With three cars at

his disposal Mr. Hughes is quite able at present to fill all orders and take the best care of his special trade.

The von Hamm-Young Co. this week has on its honor roll the following names: Honolulu Brewing & Malting Co., Hawaiian Sugar Co., Mr. T. H. Hughes, City and County of Honolulu, Mr. R. W. Atkinson, Mr. Augustus Deering, Mr. G. W. Cunningham, Mr. Kawakane Kana.

LEWIS' PUNCTURE PROOF DOES IT

All the cars of the Lewis Garage are now equipped with Lewis' puncture-proof tires, which consist of a resilient cushion or filler made of vegetable oil and other ingredients, and the cars run as easily as if they had the regulation pneumatic tires. They run so easily, as a matter of fact, that it's absolutely impossible to tell the difference. This preparation is absolutely guaranteed to outlast the casing.

Letters received from the mainland speak in the highest terms of this preparation, which makes driving over the most hazardous country a reality instead of a miracle.

Skeptics and others are cordially invited to test the efficiency of this twentieth century invention at the Lewis Garage and Stables, on King street, near Punchbowl.

MUSCULAR RHEUMATISM.

Stiff neck, lame back, lumbago, pains in the side and chest, all indicate muscular rheumatism. There is no more satisfactory remedy for trouble of this kind than a free application of Chamberlain's Pain Balm, massaged well into the skin. Many severe cases that have defied all other treatment have yielded to the soothing effect of this liniment. For sale by all dealers. Benson, Smith & Co., Ltd., agents for Hawaii.

American marines forced their way through revolutionary territory in Nicaragua to Leon, and were allowed to enter the town only after threatening the insurgents with an attack on the city.

Star-Bulletin Ads. are Best Business Getters.

VOLTITE ELECTRO-PLATING POWDER

Instantaneously Depositing

Gold, Silver, Nickel or Tin on Metal Surfaces

The housekeeper, the mechanic, the hotel-keeper, the automobile owner, the golf player, the jeweler, and those who handle plated tools in their business can always keep metal articles and parts touched up and looking like new.

A 3 minute deposit of Voltite Plating will last as long as the plating deposited by the ordinary jeweler's electro-plating bath.

Demonstrations daily between the hours of 9 and 11:30 a.m.

You are invited to bring any article you desire plated or retouched to the office of

A. Gartenberg,

Sole Distributer
for the Territory of Hawaii

Central Building - King Street

Cadillac 1913

Any car at any price which you choose to compare with this new Cadillac will be honored by comparison

Long stroke engine. More power. Silent chain-driven camshaft; enclosed valves; quiet engine. Longer wheelbase; larger tires. Electrical system of automatic cranking, lighting and ignition simplified and improved; automatic spark control. Numerous refinements of essential details.

You will bear witness that the Cadillac case has never been overstated. Hold to that thought, please, in considering what we shall say of this new car. Cadillac practice has progressively improved upon itself season after season. It has now reached a point which, we believe, warrants us in thinking that comparison of the choicest cars with the Cadillac will hereafter confer a distinction upon those cars, rather than otherwise. For several years we have calmly observed the rapid rise of the Cadillac in public opinion. Each year we have seen the little group of its equals in popular esteem narrowed down. Each year we have seen a higher and higher price named as the basis of comparison with the Cadillac.

And we believe that basis of price comparison is about to vanish altogether. We believe that the last mental reservation is about to remove itself from the public mind. We ourselves have felt serenely sure for a long time that in point of real and substantial value the line of demarcation between cars of highest price and the Cadillac was an imaginary line. We have felt that it was written in water, like the international boundary lines in the ocean—and we feel that this new Cadillac will complete the process of so convincing the public. The advent of such a car at the Cadillac price is, of course, a matter of genuine moment; and you will be interested, therefore, in this news concerning it.

A few of the improvements in the 1913 Cadillac

LONG STROKE ENGINE:—4½" bore by 5½" stroke, increasing the power of the always extraordinarily efficient Cadillac engine. This amplification of power is especially observable at speeds from 12 to 35 miles an hour, dynamometer tests registering an increase of from 18 to 25 per cent.

SILENT CHAIN-DRIVEN cam shaft, also pump and generator shaft, replacing meshed gears, in conjunction with:

ENCLOSED VALVES, and the superb workmanship throughout in which the Cadillac has always excelled, producing an engine which runs with unusual quietness.

CARBURETOR:—A carburetor of marked efficiency and simplicity has been further simplified, now requiring but a single means of adjustment, removing from it to the greatest possible degree, the necessity of attention.

AUTOMATIC ELECTRIC CRANKING DEVICE, ELECTRIC LIGHTS,

IGNITION:—A vastly simplified and improved Delco system developed at the instigation of the Cadillac Company for Cadillac cars, the result of experience with the old system on twelve thousand 1912 models.

While the old system demonstrated itself to be by far the most efficient for its purposes that had ever been developed, the Cadillac Company has evolved means of increasing that efficiency to as near the 100 per cent point as any mechanical appliance could be. Among the simplifications are the successful adoption of the single instead of double voltage system, thereby eliminating the controlling switch, the meter, much wiring and other parts. The meter is replaced by a voltage regulator which automatically governs the charging rate of the battery, reducing to an absolute minimum the attention required on the part of the user. The switches for starting, lighting and ignition, the latter equipped with Yale lock, are more

conveniently located. Lights are provided with fuses. These and other advantages will be enjoyed by users of the 1913 Cadillac.

AUTOMATIC SPARK CONTROL:—Relieving the driver of the necessity of constant attention in order to secure the maximum results.

LONGER WHEELBASE:—The easy riding qualities of a car which has been regarded as the acme of luxury are accentuated by an increase in the length of the wheel base from 116 to 120 inches, and a corresponding increase in the length of rear springs.

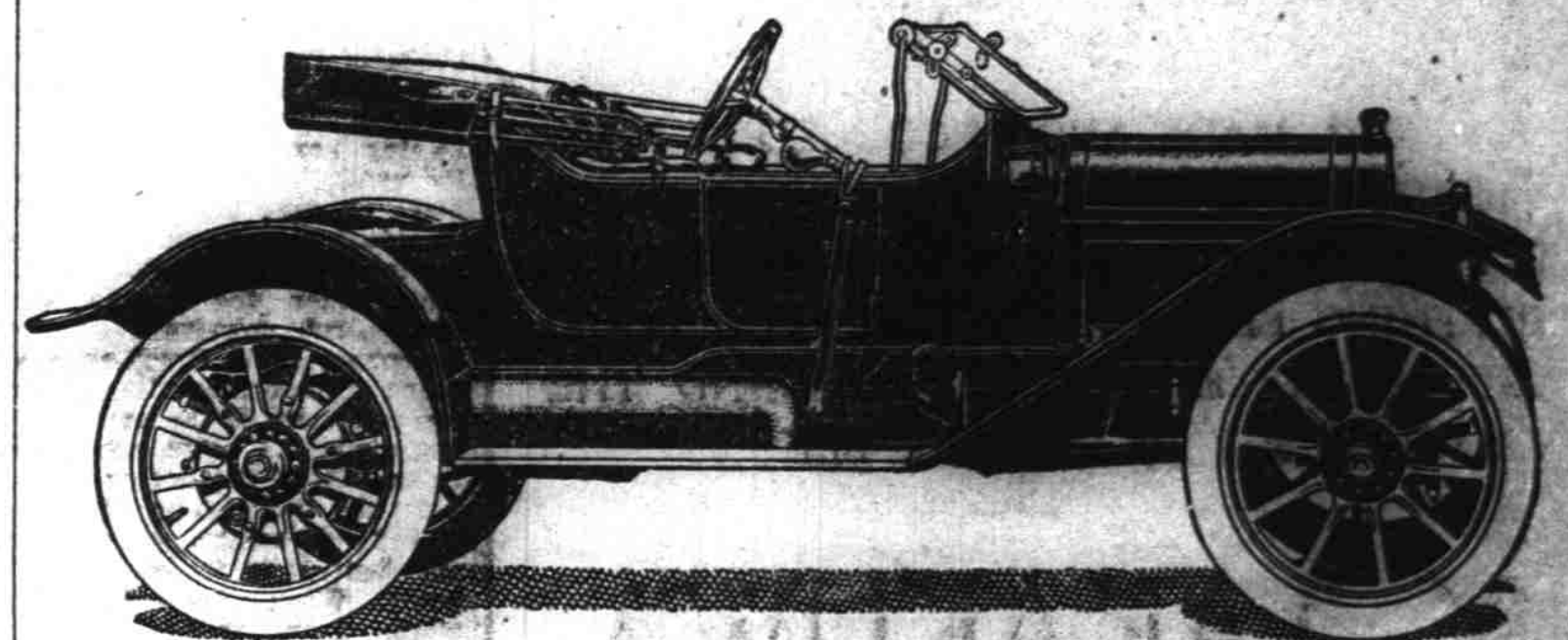
TIRES:—Increased from 36"x4" to 36"x4½", with the obvious advantages resulting therefrom. Demountable rims.

EQUIPMENT:—Cadillac top and windshield included. See specifications.

SPECIFICATIONS IN BRIEF

ENGINE:—Long stroke, 4½-inch bore by 5½-inch stroke; four-cylinder, silent chain-driven cam shaft, also pump and generator shaft, enclosed valves. Five-bearing crankshaft. **HORSE-POWER:**—40-50. **COOLING:**—Water, copper jacketed cylinders. Centrifugal pump; radiator tubular and plate type. **IGNITION:**—See "Equipment." **LUBRICATION:**—Automatic splash system, oil uniformly distributed. **CARBURETOR:**—Special Cadillac design of maximum efficiency, water jacketed. Air adjustable from driver's seat. **CLUTCH:**—Cone type, large, leather faced with special spring ring in fly wheel. **TRANSMISSION:**—Sliding gear, selective type, three speeds forward and reverse. Chrome nickel steel gears, running on five Hess-Bright ball bearings; bearings oil tight. **CONTROL:**—Hand gear-change lever and emergency brake lever at driver's right, inside the car. Service brake, foot lever. Clutch, foot lever. Throttle accelerator, foot lever. Spark and throttle levers at steering wheel. Carburetor air adjustment, hand lever under steering wheel. **DRIVE:**—Direct shaft to bevel gears of special cut teeth to afford maximum strength. Drive shaft runs on Timken bearing. **AXLES:**—Rear, Timken full floating type; special alloy steel live axle shaft; Timken

roller bearing. Front axle, drop forged I beam section with drop forged yokes, spring perches, tie rod ends and roller bearing steering spindles. Front wheels fitted with Timken bearings. **BRAKES:**—One internal and one external brake direct on wheels, 17-inch by 2½-inch drums. Exceptionally easy in operation. Both equipped with equalizers. **STEERING GEAR:**—Cadillac patented worm and worm gear, sector type, adjustable. 18-inch steering wheel with walnut rim; aluminum spider. **WHEEL BASE:**—120 inches. **TIRES:**—36-inch by 4½-inch Hartford or Morgan & Wright; demountable rims. **SPRINGS:**—Front, semi-elliptical. Rear, three-quarter platform. **FINISH:**—Cadillac blue throughout, including wheels; light striping, nickel trimmings. **STANDARD EQUIPMENT:**—Cadillac mohair top, wind shield, Delco patented electrical system embodying automatic cranking device, electric lights and ignition. Automatic spark advance. Also Delco distributor ignition system. Gray & Davis lamps especially designed for Cadillac cars, black enamel with nickel trimmings; two headlights; two side lights, tail light. Ham gasoline gauge on dash; horn; full foot rail in tonneau; robe rail; tire irons; set of tools, including pump and tire repair kit; cocoa mat in all tonneaux except closed cars. Speedometer, Warner, with electric light.



PRICE OF STANDARD TOURING CAR, PHAETON, TORPEDO, AND ROADSTER, \$1975.00, F. O. B. DETROIT, INCLUDING STANDARD EQUIPMENT

CADILLAC MOTOR CAR COMPANY, DETROIT, MICHIGAN

THE VON HAMM-YOUNG CO., LTD.,

Agents